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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT NO. SUBJECT VEB Leipziger Stahlbau und Verzinkerei
Slipway Construction

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REFERENCES

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1. VEB Leipziger Stahlbau und Verzinkerei, Leipzig W 33, Spinnereistrasse 11-17, which specializes in slipway construction, is concentrating on hydraulically-operated installations. Nine complete installations were delivered in 1953, at a total cost of 2,100,000 DME. Each installation contains 14 slip cars (Slipwagen) and 20 stacking trucks (Stapelwagen). Each Stapelwagen has 30 wheels, and the chassis can be turned through 90° and can be lifted 30 cms. The hydraulic arms are of a standard size but have a great range of movement and flexibility. A ship is berthed close to the boundary mark (Begrenzungsmark), which shows the limit of the slipway. The water gauge (Wasserstandsanzeiger) shows the depth of water over the Stapelwagen. The platform has a lateral movement of 60 cms. if needed. The hydraulic arms, each of which can exert a force of 5 tons, are operated from a control cabin containing the electric motors. The vessel is held in the Stapelwagen by chains and ropes. The latest development dispenses with the Stapelwagen and uses only the Slipwagen. These are fitted with a balancing lever (Balanzier) device to keep the platform and vessel in a horizontal plane, while slipping. Winches are no longer used for the up-haul. The control cabin houses the controls for the hydraulic haul. The control switches are grouped at a desk, and an illuminated indicator shows the exact state of each Wagen. This indicator system is still under development. Winches are being replaced by hydraulic power, applied individually to each car, for hauling the cars up the slip. The actual power exerted is not known.¹
2. The destination of these slipways is not known.
3. The largest ship to be slipped to date is 3,000 BRT, but slipways to take larger ships will be built.
4. The angle of incline to the rails is up to 15°.

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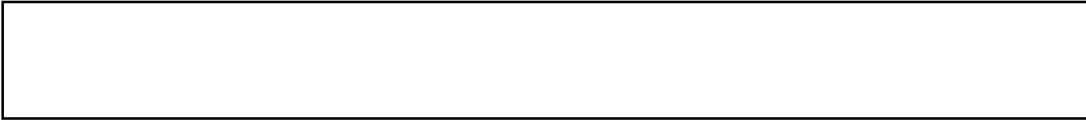
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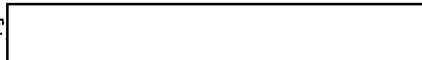


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